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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (2 Feb 68) FOR OT RD-674208

14 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 9th
Logistical Command, Period Ending 31 October 1967 (U)

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by
USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in
accordance with paragraph 6c and d, AR 1-19. Evaluations and cor-
rective actions should be reported to ACSFOR OT within 90 days of re-
ceipt of covering letter.

2. Information contained in this report is provided to insure
appropriate benefits in the future from Lessons Learned during current
operations, and may be adapted for use in developing training material.

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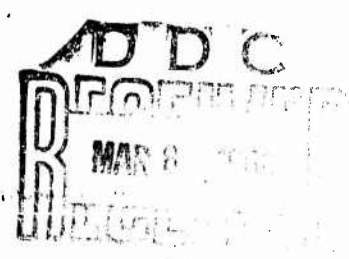
Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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as

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**DEPARTMENT OF THE ARMY
HEADQUARTERS 9TH LOGISTICAL COMMAND
APO SAN FRANCISCO 96233**

THLC-DO

SUBJECT: Letter of Transmittal - Operational Report

**THRU: Commanding General
U.S. Army Support Thailand
ATTN: G-3
APO San Francisco 96233**

**CINCUSARPAC
ATTN: GPOP-OT
APO San Francisco 96558**

**TO: ACSFOR
Department of the Army
Washington, D.C. 20310**

Attached as inclosure 1 is the organization's Operational Report for quarterly Period Ending 31 October 1967 (RCS CSFOR - 65).

FOR THE COMMANDANT:

1 Incl
as

Thomas W. [Signature]
THOMAS W. [Signature]
[Stamp]

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DEPARTMENT OF THE ARMY
HEADQUARTERS 9TH LOGISTICAL COMMAND
APO SAN FRANCISCO 96233

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30 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS CSFOR - 65 (U)

SECTION 1

Significant Organization and Unit Activities

1. (U) GENERAL. Plans for moving the bulk of 9th Logistical Command supply activities from Korat to Sattahip were finalized during the quarter. The Sattahip shift will begin during January 1968 when the new depot complex and cantonment area are scheduled to be opened. The new deep water port began operations on 18 August 1967 with the opening of the first of four berths. All berths are scheduled to be operating in January 1968.

2. (U) Directorate of Personnel.

a. Manpower to perform service functions is below required strength. Readiness reports indicate the overall posture of TO&E units, but the area support role (post, camp and station) continues with inadequate permanent staffing. The lack of approved TDA's prevents requisitioning to fill the requirements. For example, in the Bangkok area, missions performed by other agencies have been transferred to the area support headquarters. The personnel spaces do not always come with the mission. Units assigned to this command are anticipating heavy turnover in personnel as they approach mass DEROS dates. The rotations staggered over a ninety day period cannot completely alleviate this situation due to the large number of personnel rotating. Critical areas will be automotive and aircraft technical maintenance personnel.

b. Manpower. The hire of LN personnel throughout 9th Logistical Command appears satisfactory. Only high priority position requirements are filled from the small number of spaces available for hire due to ceiling requirements. There is still some personnel turnover in transportation units. Some 519th Transportation Battalion employees are temporary and seek better wages and permanent employment from time to time.

c. Special Services.

(1) The 9th Logistical Command Special Services Staff Activities, located in the Sirinee Building, Bangkok, was refused permission by the U.S. Embassy Thailand to procure adequate staff office space and support facility space (library service center, crafts, depot, general supply, and projector repair) in Bangkok. A letter justifying this requirement is being prepared and will be submitted for reconsideration by the Embassy.

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(2) The Commanding General, USMACTHAI, has formed a coordinating group to plan for the procurement and/or construction of an adequate military recreation area at Sattahip to enable a closing of facilities in the Pattaya area. An initial planning meeting was held between representatives of the 13th Air Force, USMACTHAI and USARSUPTHAI.

(3) Construction planning and completion is continuing at a normal pace with facilities being opened as follows:

(a) 7th RRFS at Udorn. A new, six lane bowling alley, swimming pool and a 225 seat, 35mm, paid admission motion picture theater.

(b) Camp Friendship at Korat. A new 553 seat air conditioned, 35mm theater, paid admission; a golf driving range and a tape dubbing facility.

(c) Camp Vayama at Sattahip. A new touch football field and outside basketball court.

(d) Bangkok area. A complete new office facility, library and crafts shop opened at the Crown Building in Bangkok. The old facilities were inadequate.

(e) 809th Engineer Base Camp, Phanom Sarakam. Completion of two new tennis courts and a start on the construction of a new swimming pool.

(4) Comprehensive procedures for the budgeting and control of non-appropriated funds for Special Services have been developed and are functioning adequately. Problems still exist in the supply field due to a shortage of professional personnel and a lack of adequate facilities.

(5) A full scale athletic program has been instituted with all-Thailand championships on company level, and, when USARPAC Championships are conducted, representation at these tournaments.

(a) The touch football company level tournament was conducted at Camp Vayama during the period 22-28 October 1967 with four areas represented and five teams competing.

(b) A basketball official's clinic was conducted at Camp Vayama during the period 23-25 October 1967 with an average of 25 students, five of whom were from U.S. Air Force units stationed in Thailand. Clinic instructors were two highly qualified U.S. officials, both of whom belong to the International Association of Approved Basketball Officials.

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(6) The command librarian placed a new 2000 volume library collection at the 809th Engineer Base Camp at Phanom Sarakam.

(7) A review of Special Services effectiveness indicates a continued growth despite a shortage of qualified professional personnel and support facilities.

d. Non-Appropriated Funds:

The Sattahip NCO Open Mess and the 9th Logistical Command NCO Open Mess have been separated. The Sattahip mess has elected a board of governors and has approved a constitution and by-laws. In addition, the 9th Logistical Command Skeet and Trap Club began operations as a sundry fund activity.

e. The Command Safety Program continues to be stressed at all levels. The greatest potential hazards continue in the Sattahip area. Informal safety inspections are carried out by commanders during the course of command visits. The motor safety program for the Sattahip-Vayama area has been revitalized. This resulted in a somewhat better military vehicle safety record for October.

3. (U) Directorate of Security, Plans, and Operations.

a. Submission of modified tables of organization and equipment (MTOE's). Five units submitted MTOE's during the reporting period. The MTOE's were submitted primarily to add items of equipment to the authorization documents. In some cases minor personnel changes were also requested; however, increases in personnel strength were not requested.

(1) The Commanding Officer, 53d Transportation Company, (Mdm Trk), submitted an MTOE on 13 September 1967 because the unit deployed in April 1967 and had not submitted an MTOE as required by the New Army Authorization Document System.

(2) The Commanding Officer, 313th Transportation Company, (Mdm Trk Ref), submitted an MTOE to correct an erroneous line item number of equipment and to request the addition of one line item of equipment.

(3) An MTOE for the Headquarters and Headquarters Detachment, 499th Transportation Battalion, (Terminal), was submitted in order to add a passenger and cargo boat (T-boat). The boat will be used to carry personnel, shipping documents and cargo between the cargo ships off-shore and the three port facilities. The boat will be particularly useful for carrying such items as electric forklifts and batteries to the ammunition ships scheduled to be unloaded by LAC's.

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(4) The Commanding Officer, Headquarters and Main Support Company, 7th Maintenance Battalion, and Commanding Officer, 562d Maintenance Company, submitted MTOE's to add automatic data processing equipment and to change personnel authorizations in preparation for automation. (DSU/GSU Automation, Phases I and IA). No increase in personnel was requested.

b. Submission of tables of distribution and allowances (TDA). Three TDAs were submitted during the quarter.

(1) A table of distribution was submitted to provide supervisory personnel and equipment to supervise the repair and utilities (R&U) contract. This TDA is an augmentation of twelve military and thirteen Department of the Army civilians to the 9th Logistical Command. These personnel will be able to supervise the repair and utilities contractor (AHPAC Maintenance Company) to insure proper performance.

(2) Another TDA was submitted to provide the equipment for the R&U contractor. The equipment will be government owned and contractor operated.

(3) The third TDA was submitted by the Commanding Officer, 7th Maintenance Battalion, to provide government owned, contractor operated equipment for the engineer equipment repair facility to be located at Phanom Sarakam. The repair facility will augment the maintenance support for engineer construction equipment presently provided by the 7th Maintenance Battalion.

c. Approved MTOE's received. In October, seven approved MTOE's were received. All of the MTOE's are dated 31 December 1966.

Unit	MTOE		
234th Engr Det	5-500C	USARPAC	10/67
270th Ord Det	9-500D	USARPAC	3/67
608th QM Det	10-500D	USARPAC	3/67
47th Fin Det	14-500E	USARPAC	6/67
HHD, 519th Trans Bn	55-16F	USARPAC	2/67
HHD, 499th Trans Bn	55-116E	USARPAC	3/67
163d Trans Det	55-500R	USARPAC	6/67

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d. New Units (August)

(1) On 11 August 1967, the 347th Transportation Company (Light Amphibian), and the 159th Transportation Detachment, (Amphibious Maintenance), arrived from Vietnam. The two units had been scheduled for deactivation in Vietnam because they were no longer needed. Since port congestion was still a problem in Bangkok, and since the units could be effectively utilized at Sattahip to unload ammunition ships, they were deployed on a temporary change of station to Sattahip for a period of 180 days. It is anticipated that both units will be deactivated upon completion of the new port at Sattahip in early 1968. The units are assigned to the 499th Transportation Battalion and are utilized to unload ships anchored off-shore.

(2) The 59th Data Processing Detachment arrived in Thailand on 26 August 1967 and was assigned to the 501st Field Depot. The unit is now located at Camp Friendship and will deploy to the depot complex at Sattahip with the 501st Field Depot when the warehouses and facilities for the Depot have been completed.

e. New Units (October)

On 9 October 1967, the 593d Engineer Detachment (Fire Fighting) arrived. The detachment is assigned to Headquarters and Headquarters Detachment, 9th Logistical Command. One team is presently stationed at Camp Friendship and will move to Khon Kaen when the fire fighting equipment arrives. The other two teams are located at Camp Wajana near Sattahip. One of these teams will move to Chachonensao when the equipment arrives.

f. Reassignment of unit. The 528th Engineer Detachment (Utility) was released from the 9th Logistical Command effective 31 July and re-assigned to the 44th Engineer Group. The EB team of the unit remained with the command to continue the mission of performing maintenance of engineer equipment for the 7th Maintenance Battalion. The engineer detachment was previously assigned to the 7th Maintenance Battalion.

g. Royal Thai Army on-the-job training program. Fifty-two students completed training during the quarter. On 2 October 1967, fifty-eight Royal Thai personnel began training. This increase in the number of students was due to the start of the new Thai fiscal year (1 Oct 67). A shortage of funds had drastically reduced the input of trainees during the months of August and September.

4. (U) Directorate of Services, Supply and Maintenance.

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a. Marine Maintenance. An intensive management program has been initiated by this office in the area of Marine Maintenance. Presently there are 1 ea, 100 ton floating crane; 3 ea tug boats; and 2 ea J-boats on hand. The following equipment is due in:

2 ea	60 ton floating crane
1 ea	T-boat
6 ea	barge, deck cargo

Since the number of harbor craft is increasing, a TOE 55-500 IE Maintenance Team will be requested. With the arrival of this team, the command will have an internal depot maintenance capability. Additionally, this headquarters is initiating action to obtain a floating maintenance ship. If available in the supply system, the receipt of this ship will result in a monetary saving in physical plant facilities.

b. LARC Maintenance Program. Due to a continuous flow of LARC repair parts, the deadline rate for these vehicles has dropped drastically. Because of the high usage rate of the vehicles, parts must continue to be received expeditiously in order to maintain the status quo.

c. Support of the Royal Thai Army Volunteer Regiment. Supply and maintenance support for the RTAVR was completed upon deployment of the unit, 15 September 1967. This command provided all classes of supply support and direct maintenance support, in addition to OJT for RTAVR personnel within these areas.

d. POL. A contingency plan (SECRET) was developed for an in-country POL distribution system. The plan was prepared for MACTHAI, and an additional classified plan was developed for 9th Logistical Command. The latter plan concerned itself with requirements for military delivery as opposed to on-hand resources.

e. Contract Forklifts. A contract for the leasing of commercial forklifts was executed 23 August 1967. The contract was required due to TOE/MHE shortages in operating units and the steadily increasing workload in the depot. Fifteen forklifts of various sizes were leased and distributed to five Class I points and two Class II & IV points.

f. Supply performance. The following is a comparison of performance data for months in this reporting period.

	<u>Aug 67</u>	<u>Sep 67</u>	<u>Oct 67</u>
Demand Accommodation	74.2%	73.0%	79.9%

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	Aug 67	Sep 67	Oct 67
Demand Satisfaction	35.2%	37.9%	40.1%
Total Requisitions	31,827	24,736	16,375
Total Issues	14,377	12,151	9,608
Filled from Stock	8,332	6,851	5,249
Dues out Released	6,045	5,300	4,359
Warehouse Denials	2,420	1,943	1.173
Denials	14%	13.7%	10.8%

g. The past quarter has seen a steady rise in demand satisfaction and accommodation. Additionally, it can be seen that percentages for issues from stock have increased to the point where, at the end of the reporting period, they have exceeded due out releases. This is another supply indicator showing the approach of the depot to a "get well" position.

h. Location surveys have resulted in the drop of the warehouse denial rate. Although still somewhat high, the shut-down inventory scheduled for completion on 14 December 1967 should lower this figure considerably.

i. It is presently contemplated that the shut-down inventory will be completed NLT 15 December 1967. After posting to machine records, it is expected that significant improvements in the supply statistics will result.

5. (U) Management Office.

During the month of October, management functions were limited due to a 100% rotation of personnel. A budget execution review was prepared for 9th Logistical Command. Also, the management office assumed the responsibility of obligation of O&MA funds in the command's FY 68 budget. In connection with this, necessary files and procedures to control the command's O&MA budget were established.

6. (C) Director of Transportation.

a. Port Congestion.

(1) During the period 1 August through 31 October 1967, 19 vessels called at Bangkok and 71 called at Sattahip. The waiting time at Bangkok averaged 17.5 hours per vessel, and the vessel waiting

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time at Sattahip averaged 19.8 hours per vessel. Total cargo through-put during this period was 327,432 M/T per port; through-put was Bangkok 14,405 M/T and Sattahip 313,027 M/T.

(2) Continuing action is being taken to reduce the number of ships calling at Bangkok port. During the month of August, eight ships were diverted to Sattahip, eleven were diverted in September and one ship was diverted in October.

(3) Actions taken during the period of this report by this command and higher headquarters were as follows:

(a) Action was taken by this command to lease six (6) barges; four (4) 350 ton and two (2) 500 ton, to assist in discharge of vessels. These barges are currently in operation at Sattahip port.

(b) A contract was signed in October for divers to be used in the recovery of ammunition and other cargo which may fall overboard from the LARC's or drop from slings during discharge.

(c) The Express Transportation Organization (ETO), transferred 140 trucks from Bangkok to Sattahip to assist in port clearances. Beginning 1 October 1967, this will increase by 20 trucks per month for six (6) months.

(d) To expedite movement of ammunition to Ubon AFB, the rail capability was increased to two trains per day. One switch engine and a portable lighting set were also obtained.

(e) An additional refrigeration barge was obtained and placed in operation to supplement the contract refrigeration ship presently on hand. This barge transports perishables from Sattahip to Bangkok.

(f) Action has been initiated to obtain a T-boat to assist in command control and movement of ships gear in Sattahip.

b. Sattahip port and piers. Two berths have been completed and are currently in use. Two additional piers are still under construction. One berth was opened in August and the other in October 1967. An in-transit storage shed is being constructed on berth #1, which will reduce discharge capability for approximately 90 days.

c. An additional LARC V company arrived in Thailand and commenced operations 17 August 1967. The 165th Transportation Company (LARC) and the 347th Transportation Company (LARC), have been utilized primarily in

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support of "Poker Dice" mission. These units discharge vessels anchored up to three miles off shore and transport Class V over-the-beach direct to storage areas at U-Tapao and Camp Vayama. The LARC/Truck transfer point was discontinued due to a shortage of trucks and MHE equipment.

(1) Local and line haul transportation.

(a) Local haul cargo is still being transported by military trucks. The 53d Transportation Company is performing the local haul movement from Sattahip port to the intransit storage areas, or directly to U-Tapao Air Force Base. The only other local haul is the movement of Class I by the 313th Transportation Company to customers located in Bangkok.

(b) Approximately 93% of line haul cargo is being moved by Express Transportation Organization (ETO). All cargo must still be offered to ETO before military transportation can be used. The only exception is the movement of Class I which is transported by the 313th Transportation Company. ETO performance still leaves a lot to be desired, in that they still do not meet required dates; their blocking and bracing is unsatisfactory; they fail to stop at checkpoints during closely supervised shipments; tarpaulins are not utilized to protect cargo from the elements and high dollar value cargo is arriving at destination damaged and with some items missing.

(c) The 172d Movement Control Center became a reality during this period. This headquarters will control the entire movement operations throughout Thailand.

1. Plans are being made to reposition the 90th Transportation Detachment from Korat to Bangkok and one IB team of the 172d Transportation Detachment located in Bangkok to Korat. This will place the entire organization of the 172d in one location. The personnel and equipment of each of these detachments will remain in place; only the number designation will be changed.

2. To control the movement system throughout Thailand, a teletype net has been established with the control center located at Korat. Teletype stations are established at Sattahip, Bangkok, Khon Kaer Ubon AFB, Udorn AFB and Nakhon Phanom AFB. There is also one station at the rail transfer point located at Chaechoencsao.

3. A Joint Transportation and Travel Regulation is being written to cover the movement system in Thailand. To accompany this regulation, a trial movement program is being drafted to be placed in operation during the 3rd quarter, FY 68.

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(d) Installation Transportation Activities have been transferred from the 172d Transportation Detachment (Mov Con), in Bangkok and Korat, to the respective area headquarters. These activities consist of processing household goods and hold baggage shipments, driver testing, passenger service and TMP operations.

7. (U) Director of Installations and Facilities.

a. The TDA for the R&U contract operations was forwarded to higher headquarters for comment and approval.

b. Six major projects were completed during the quarter, although one is awaiting acceptance. These included the physical conditioning building, the new kitchen for the Friendship OOM, the USARSUPTHAI Hqs Co warehouse, construction of the golf driving range, and the maintenance shed for the 558th Supply Company. Eight projects are now in progress, and the new BOQ/BEQ is now being assigned.

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SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967

SECTION 2. Part I
Observations (Lessons Learned)

1. (U) Personnel.

The importance of safety is being stressed by commanders. However, safety requirements and inspections are of such a scope that they require the full time effort of a trained safety expert. We do not have a trained safety expert assigned to this headquarters.

2. (U) Operations.

a. Military vehicle operation. Maximum utilization of military vehicles is a command goal. The attainment of this goal is dependent upon the ability of Express Transportation Organization (ETO) to fill all line haul requirements. All cargo must be offered to ETO first. This procedure means the 519th Transportation Battalion must be constantly on the alert. This is extremely unsatisfactory. The increased trucking capability of ETO in Sattahip has meant that 519th vehicles, although always ready, are not used to capacity.

b. The time lapse between the submitting and the receiving of results for proposed MTOE's is excessive. An example is the MTOE submitted for HHD, 9th Log on 17 May. No reply has yet been received.

3. (U) Training and Organization. None.

4. (C) Intelligence and Security.

a. The degree of reliance placed on Thai Security Guards for the physical security of U.S. military installations is a matter of concern. Since U.S. military personnel are not allowed to be armed, we are obliged to trust the security of U.S. military personnel and government property to a host country force.

b. The lack of a uniform countrywide pass system or national police check on local national employees enables personnel fired or denied employment for cause at one installation, to reapply at another military installation with little information of his past employment record being uncovered.

c. Rear Area Security (RAS) preparedness is improving as units implement installation RAS plans, but is hindered because troops are not given an opportunity to draw weapons for practice alerts which adversely affects their outlook toward RAS.

d. Tours and Visits. Over 60 students from the Royal Thai National Defense College visited the Camp Friendship logistical facilities on 17 October 1967. Sixty SEATO officers received a logistical briefing and tour of Camp Friendship and Jones Park on 1 November 1967.

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e. Training. A 9th Logistical Command training regulation was published in August 1967 and the command training program is being monitored by DSPO through the use of frequent training inspections.

f. Rear Area Security. A comprehensive program to implement rear area security is based upon a detailed plan published during September 1967 for 9th Logistical Command installations at Camp Friendship, Bangkok, and Sattahip.

g. Security. A command Security Awareness Program was initiated during the month of August 1967, and as of 31 December 1967, three 9th Logistical Command Regulations and several letters have been published. Briefings, security classes, security inspections, the designation of restricted areas, and distribution of instructional material are being included as part of this program.

h. Physical Security. During the quarter, commanders of all 9th Logistical Command installations were directed to prepare physical security plans. Emphasis was placed upon the establishment of a coordinated security fencing plan and adequate security lighting at Camp Friendship.

5. (U) Logistics.

a. PLL/ASL for LARC units were not received in sufficient time to allow normal action from the supply system. Extraordinary measures had to be taken to obtain repair parts to maintain an acceptable deadline rate.

b. Supply liaison with 9th Logistical Command personnel supporting the Royal Thai Army Volunteer Regiment (RTAVR) suffered due to a lack of land line communications between supporting personnel and U.S. supporting activities. Since liaison personnel were called upon to perform functions beyond their stated duties, it was learned that liaison teams composed of personnel possessing varied supply skills must be furnished for any future support missions of this type. Additionally, a liaison office will be established at the supply activity to provide information and guidance on a timely basis.

c. TOE/MHE equipment for supply units is, for the most part, rough terrain. Although there is application for this equipment in open storage areas, limited warehousing facilities do not allow for aisles wide enough to accommodate this larger equipment. Deploying units must be informed of actual working conditions in this area. In this way, commercial substitutes for rough terrain MHE may be made prior to deployment.

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SECTION 2. Part II
Commander's Recommendations

1. (U) Recommend that a full time, qualified safety inspector be assigned to 9th Logistical Command to administer the safety program and give technical advice on safety requirements.
2. (U) Recommend that, as an aid to physical security, U.S. military policemen be armed while performing their duties on 9th Logistical Command installations, and that armed U.S. military personnel be utilized to augment Thai Security Guards, where required.
3. (U) Recommend that a uniform countrywide pass system be initiated for local national employees on U.S. military installations.
4. (U) Recommend that major commands screen in-country AR 711-5 reports, and that PLL/ASL listing be provided for items being introduced into subordinate commands in sufficient time for the supply system to react.
5. (U) Recommend that continuing efforts be made to permit existing military highway transportation units to perform line haul mission without a contract carrier being permitted to select a choice of cargo and destination.
6. (U) Recommend that consideration be given to expediting the staffing of and approval of MTOE's. Delays combined with normal requisitioning procedures may result in operational hardships.

Fred B Proctor

FRED B PROCTOR
Colonel, CE
Commanding

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- ~~1. Officers Roster withdrawn,~~
~~9th Log Comd Hqs. DA.~~
2. Organization Chart
9th Log Comd
- ~~3. Photos of Deep Water Port, withdrawn, Hqs. DA~~
~~Batchip~~

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THOP-OP (13 Nov 1967) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October
1967 (RCS CSFOR 65) 9th Logistical Command WBGYAA

Headquarters, United States Army Support Thailand, APO 9623 DEC 5 1967

THRU: Commander in Chief, United States Army Pacific, ATTN: GPOP-OT
APO 96558

TO: ACSFOR, Department of the Army, Washington, D.C. 20310

1. Reference, Section 2, Part II, paragraph 1: This Headquarters recognizes the immediate need of additional safety Inspectors for 9th Logistical Command. One is presently on recruitment in CONUS, but the position still remains unfilled.

2. Reference, Section 2, Part II, paragraph 2: This request has been forwarded to USMACT and this Headquarters is presently awaiting action by USMACT on a definite policy on the bearing of arms and an augmentation to the Thai Security Guard. Current policy is that security of US bases is a Thai responsibility. There is a shortage of military police within the command which mitigates against their employment to augment the Thai Security Guard.

3. Reference, Section 2, Part II, paragraph 3: This Headquarters is presently staffing a regulation to standardize a country wide pass system for local national employees working on US military installation.

4. Reference, Section 2, Part II, paragraph 4: This Headquarters does screen in-country AR 711-5 reports; however, this report does not indicate whether or not a PLL/ASL has been established. Subordinate units are required to submit PLL/ASL for all items of equipment being supported, in accordance with USARSUPTHAI Regulation 735-35 dated 28 Jan 67, paragraph 4d.

5. Reference, Section 2, Part II, paragraph 5: This Headquarters recognizes that present contracts between the Thai government and the US Forces concerning line haul missions are not entirely advantageous to US operations; however, changes would require a new agreement between the Thai government and the US at a level above USARSUPTHAI.

6. Reference, Section 2, Part II, paragraph 6: This Headquarters recognizes the importance of expediting MTOE's to major subordinate

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THOP-OP (13 Nov 67) 1st Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October
1967 (RCS CSFOR 65) 9th Logistical Command WBGYAA

commands. It is felt that this Headquarters and higher Headquarters
are staffing MTOE's within assign staff capabilities and effecting ac-
tions as quickly as possible.

FOR THE COMMANDER:



DEAN E. ADAMS
MAJOR, AGC
Asst. Adjutant General

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GPOP-DT(13 Nov 67)

2d Ind (U)

SUBJECT: Operational Report for the Quarterly Period Ending 31 October 1967 from HQ, 9th Log Comd (ULC: WBGYAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 JAN 68

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20310

1. This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

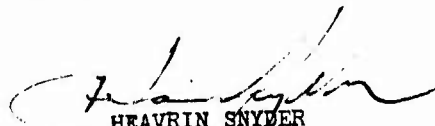
2. The following specific comments are provided for items indicated:

a. Reference paragraph 3b(1), Section 1, page 4: The TDA referred to is currently being processed by DA, ACSFOR.

b. Reference paragraph 2b, Section 2, page 11: The MTOE referred to was submitted to DA, ACSFOR, in June 1967. This headquarters has requested status by message GPOP-FD 478, DTG 052022Z January 68.

c. Reference paragraph 6, Section 2, page 12: It is anticipated that the recently implemented Army Authorization Documents System (TAADS) will expedite processing and approval of MTOE's.

FOR THE COMMANDER IN CHIEF:

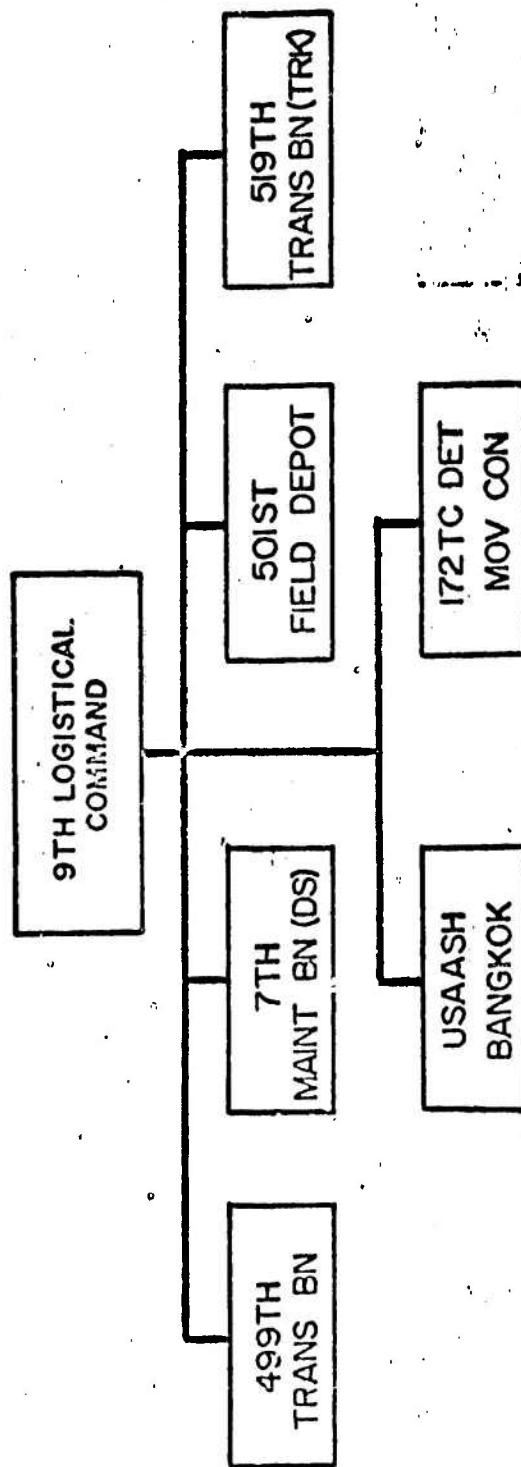

HEAVRIN SNYDER
CPT, AGC
Asst AG

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CLASSIFIED



DATE: 29 NOV 67

SOURCE: 9TH LOG COMD

UNCLASSIFIED

Security Classification

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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